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CENTRAL INTELLIGENCE AGENCY

REPORT **INFORMATION REPORT**

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1. The airfield was located about 3 miles south of LENINGRAD, just west of the road to PUSHKIN and the PULKOVO Hills. (For buildings and installations, see Annex)
2. The 65 x 3,300 feet apron in front of the Aeroxal administration building was completed in the spring of 1949. The concrete layer of the apron was 6 inches thick, the mixing ratio of the used concrete being 1:3.
3. The 5,000-foot runway was put into use in the summer of 1948. It was being extended by 1,650 feet in July 1949. Half of this concrete stretch had been completed; the remainder was still under construction. The section of the runway put into use in 1948 already showed depressions after one year, probably due to deficient tamping of the sand layer.
4. The Aeroxal administration building, about 65 x 65 x 35 feet, had a glazed control tower with a fitted loudspeaker. There was a radio station on the ground floor of the building occupied by two women and two men operating levers and knobs on switch-board-like apparatus. The women were wearing headphones. Wires coming from the antenna masts converged in this room (see Annex).
5. The weather station, which had a green sheet metal roof, was connected by a wire with the control tower at the administration building. The launching of the white balloons, which were watched with an optical instrument mounted on a tripod, was frequently observed.
6. There were four antenna masts (M1 thru M4), each about 33 feet high, interconnected by basket antennas (see Annex). Two masts, M5 and M6, were square and about 20 feet high. M1 and M2 were interconnected by leads besides being connected with the other four masts. The masts were marked by rings in two colors, wires led from the masts into the Aeroxal building.

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7. The following buildings were observed near the Aeroxal buildings:
  - a. A 115 x 65 x 40 foot hangar still under construction. (Steel structure, only the southwestern side was completed, the roof had not been fixed.)
  - b. Two repair shops for aircraft engines, 50 x 26 x 20 feet each. Engines to be overhauled and engine parts to be installed in aircraft needing repair were observed. Both radial and in-line engines were seen.
8. A hangar about 135 x 65 x 50 feet, located about 1,650 feet northwest of the Aeroxal building, was nearing completion. The southeastern front of the hangar had a sliding door covering the entire front. The northwestern section of the hangar was subdivided by a partition wall. This section was occupied by a workshop equipped with boring, milling, and grinding machines.
9. About 30 commercial aircraft were stationed at the field. The total of aircraft dispatched every day varied from 40 to 50 aircraft. The following aircraft types were observed:
  - a. About 20 commercial planes with plump fuselage, cigar-shaped, length about 65 feet, wing span about 85 feet, two engines with three-bladed and two-bladed propellers, partly radial and partly in-line engines, 8 to 10 windows on both sides of the fuselage, door on right side aft of trailing edge of wing. After landing, these aircraft were supported by their tail wheel. \*
  - b. About 10 aircraft with the same characteristics, but only with in-line engines with three-bladed propeller; after landing these aircraft were standing in flying position. \*\*
10. Observed flying: There was flying chiefly from 8 a.m. to 5 p.m. From the announcements of flight it was learned that some of the aircraft flew to MOSCOW, WARSAW-BERLIN, KIEV-ROSTOV, to mention only some of the places served. The LENINGRAD-MOSCOW aircraft took off at 5 p.m. Night flying was less intense. Foreign aircraft landed seldom.
11. About a hundred technical personnel were employed at the field. No uniformed members of the Soviet Air Force were seen. It could be inferred from the observed bus traffic that most of the personnel lived in LENINGRAD.

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Comment:

- a. The data essentially confirmed previous information on the civil airport located south of LENINGRAD.
- b. If the number of landings and take-offs, which is in excess of operations previously observed there, has not been exaggerated, it probably represents the increased flying of the summer months of 1949.
- c. The statement that no uniformed Soviet Air Force members were seen is particularly noteworthy. Previous information according to which the airfield is being established as a military field also remains unconfirmed. The presence of a four-engine bomber formation may thus be attributed to an unusual intermediate landing. Further information is required to clarify the status of this field.

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- \* These aircraft seem to represent two different types, the Li-2 and perhaps the Yak-16, although both types are fitted with radial engines. However, the statement on the observation of two-bladed and three-bladed propellers permits this conclusion.
- \*\* These aircraft can easily be identified as IL-12, particularly with regard to former descriptions.

1 Annex: Airfields South of Leningrad.

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